

BookletChart™

New Orleans Harbor – Chalmette Slip to Southport

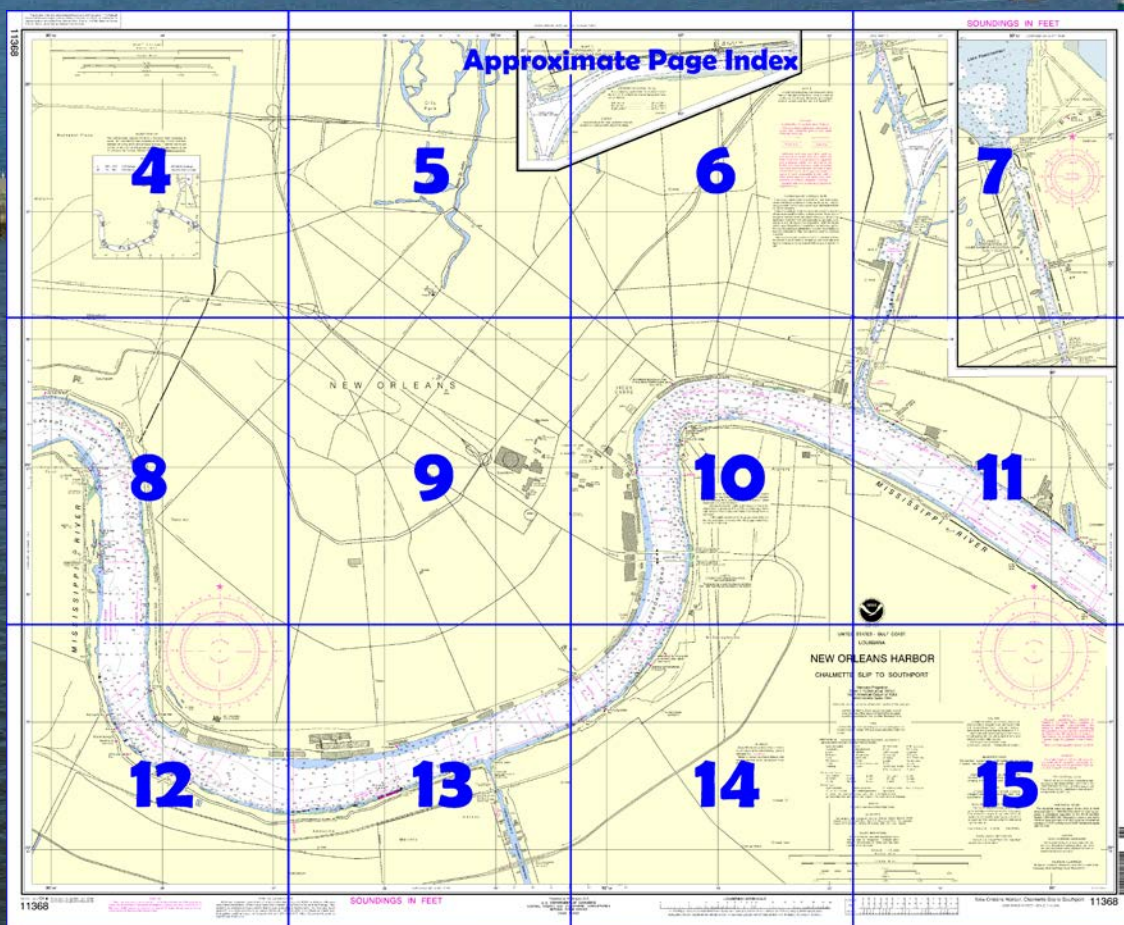
NOAA Chart 11368

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

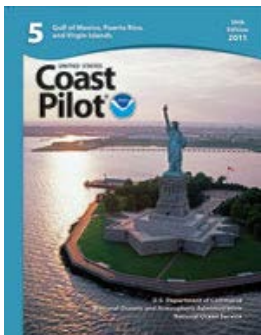
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11368>



[Coast Pilot 5, Chapter 9 excerpts]
Mississippi River empties into the N central part of the Gulf of Mexico through a number of mouths or passes which, taken together, form the delta of the river. The river and its tributaries form the largest network of navigable waters in the world. The two principal passes, South Pass and Southwest Pass, are about 1,600 nautical miles from New York, 500 nautical miles from Key West, 300 nautical miles E of Galveston, and 440 nautical miles E of

Corpus Christi. The river is the access to the Ports of New Orleans and Baton Rouge, and the numerous cities in the central part of the United States located in the Mississippi River Valley and along its tributaries, the

Ohio, Missouri, Red, Tennessee, and other rivers flowing into it. From the mouth, at the entrance to Southwest Pass, it is about 1,840 miles to Minneapolis, 1,960 miles to Pittsburgh, 1,680 miles to Knoxville, and 1,530 miles to Chicago via the Illinois Waterway.

Algiers Alternate Route and Algiers Lock, on the S side of the river about 88.4 miles AHP, connect the Mississippi River with an extensive network of inland waterways W of New Orleans. The route is an alternate route of the Intracoastal Waterway leading W of New Orleans, used by ship service boats and the other by the refinery company

Caution.—A submerged drainage line is reported crossing the Inner Harbor Navigation Canal just S of the Florida Avenue bridge; maximum permissible draft over the line is 30 feet.

A total of eight bridges cross the canal between the Mississippi River and Lake Pontchartrain. The St. Claude Avenue highway bridge at the S end of the navigation lock has a bascule span with a clearance of zero feet. The North Claiborne Avenue (Seeber) highway bridge, about 0.2 mile N of the lock, has a vertical lift span with a clearance of 40 feet down and 156 feet up. About 1 mile N of the lock, the combination Florida Avenue and Southern Railway vertical lift bridge has a clearance of zero feet down and 156 feet up. An overhead power cable crossing close N of the bridge has a clearance of 166 feet. The combination Gentilly Road highway and Seaboard System Railroad (L&N) bridge, 2.8 miles N of the lock, has a bascule span with a clearance of zero feet. The U.S. Interstate Route 10 highway bridge close N of Gentilly Road bridge has a fixed span with a clearance of 120 feet for the middle 200 feet and 115 feet elsewhere. An overhead power cable crossing close N of this bridge has a clearance of 136 feet. Chef Menteur Highway (U.S. Route 90) bridge, 3 miles N of the lock, has a vertical lift span with clearances of 50 feet down and 120 feet up. The combination Seabrook Highway and Southern Railway Bridge across the N entrance of the canal, about 4.7 miles N of the lock, has a bascule span with a clearance of 1 foot. A highway bascule bridge with a clearance of 44 feet at the center crosses the canal close N of the Seabrook Highway and Southern Railroad Bridge. (See **117.1 through 117.59 and 117.459**, chapter 2, for drawbridge regulations.)

Bridgetenders of the following bridges monitor VHF-FM channel 16 and work on channel 13:

St. Claude Avenue, WG-401;
Florida Avenue, WUG-409;
Gentilly Road, KZV-719;
U.S. Route 90, KRS-864; and
Seabrook Highway, KZV-819.

Anchorage.—General, quarantine, and emergency anchorages are on the W side of the river at New Orleans. (See **110.1 and 110.195**, chapter 2, for limits and regulations.) Vessels may also take anchorage as directed by the Coast Guard District Commander.

Dangers.—Submerged revetments are located on the river bottom on both sides in the port area; anchorage is prohibited in these areas. (See **207.200**, chapter 2, and chart 11368 for revetment areas and regulations.)

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

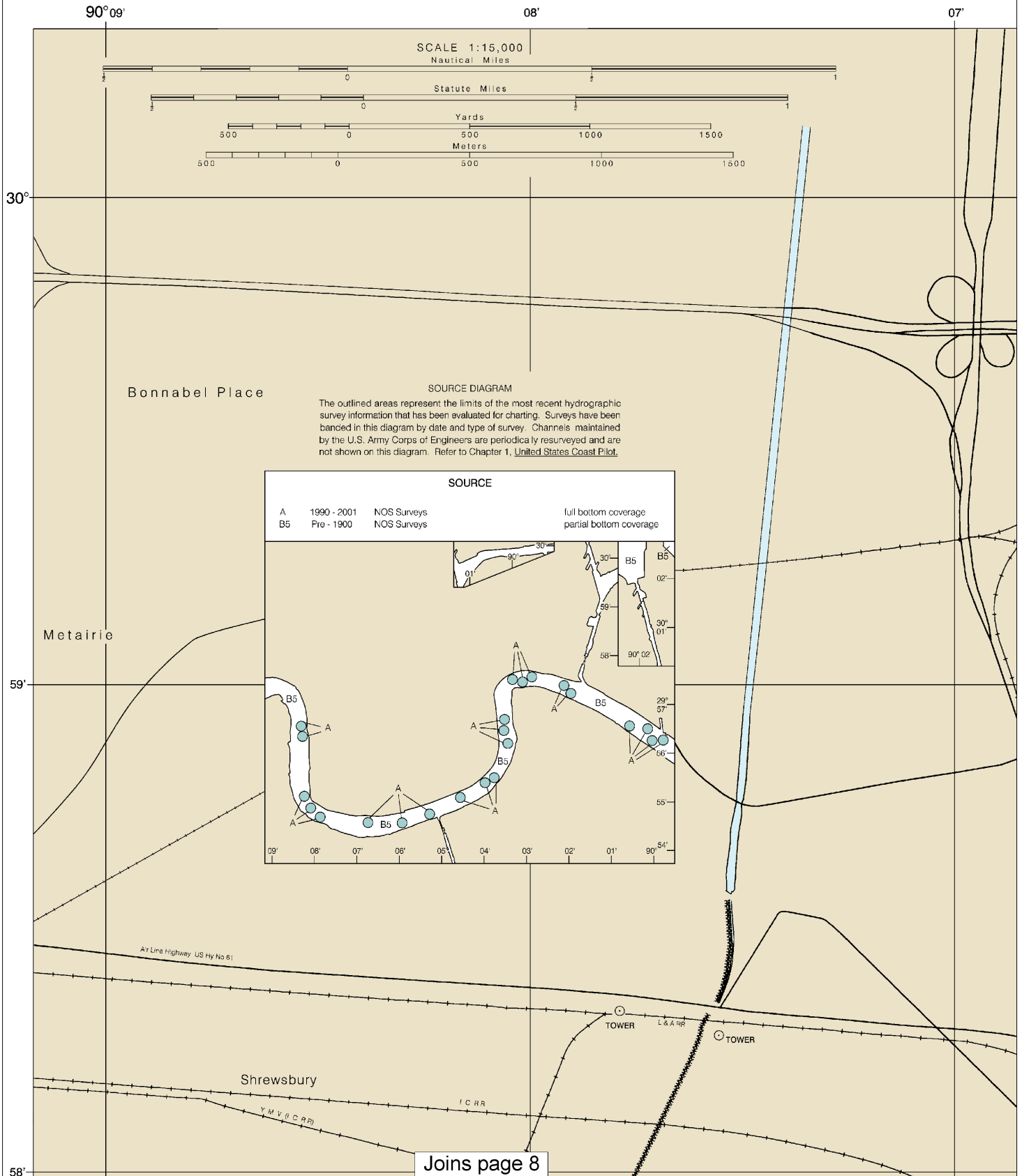
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

11368



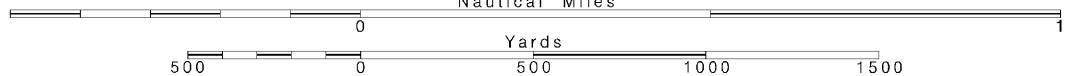
4

Note: Chart grid lines are aligned with true north.

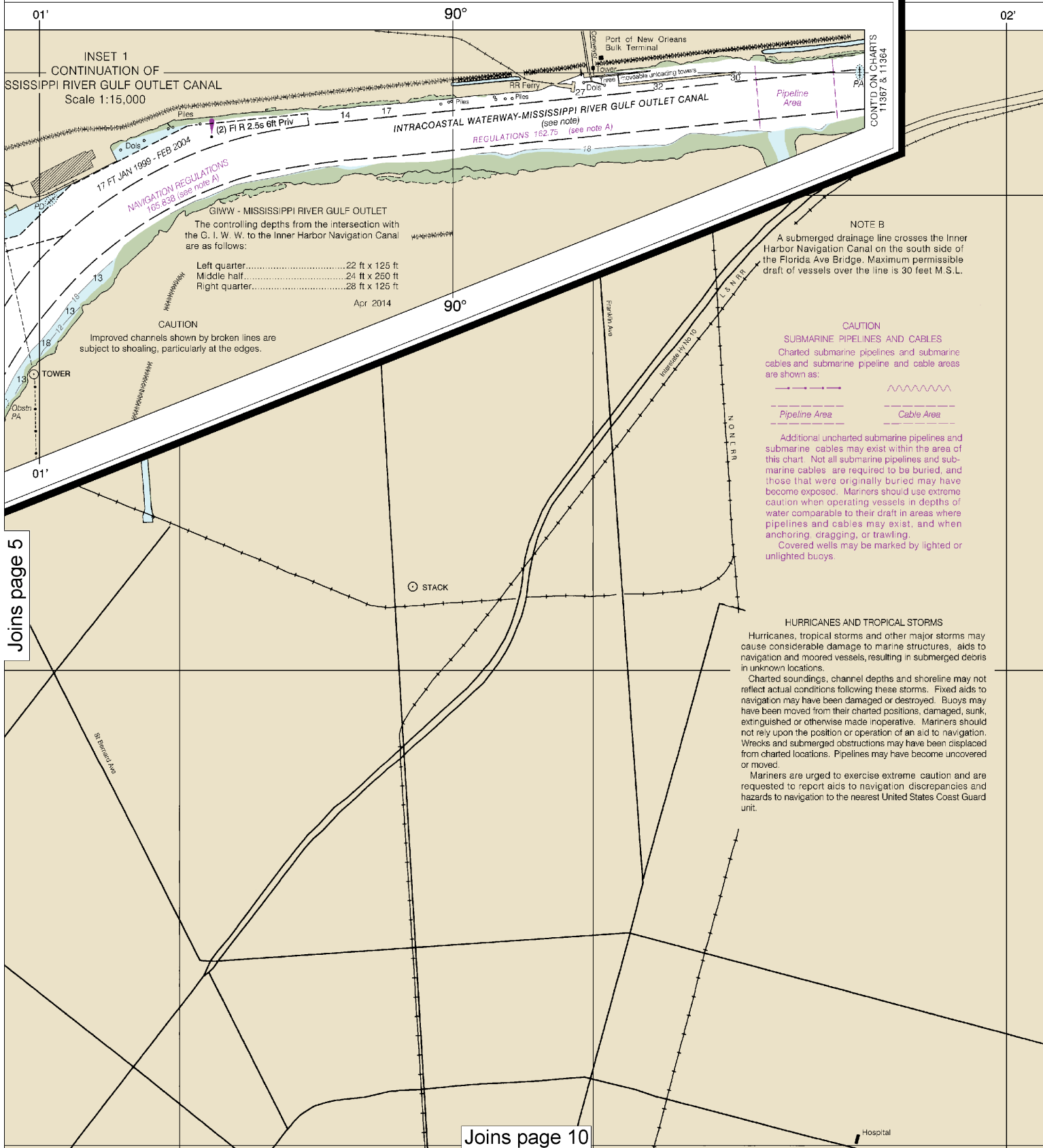
Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

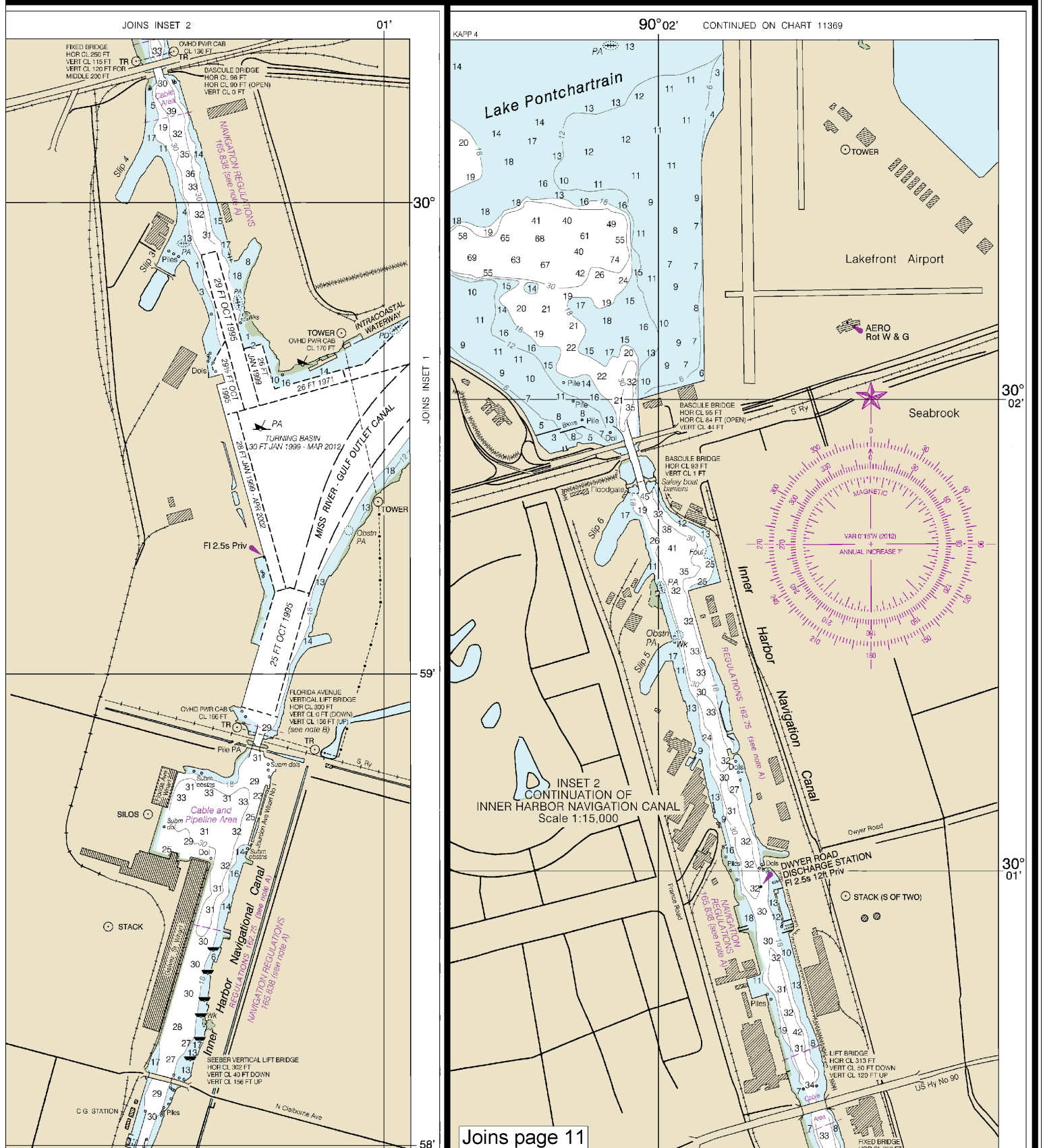
See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



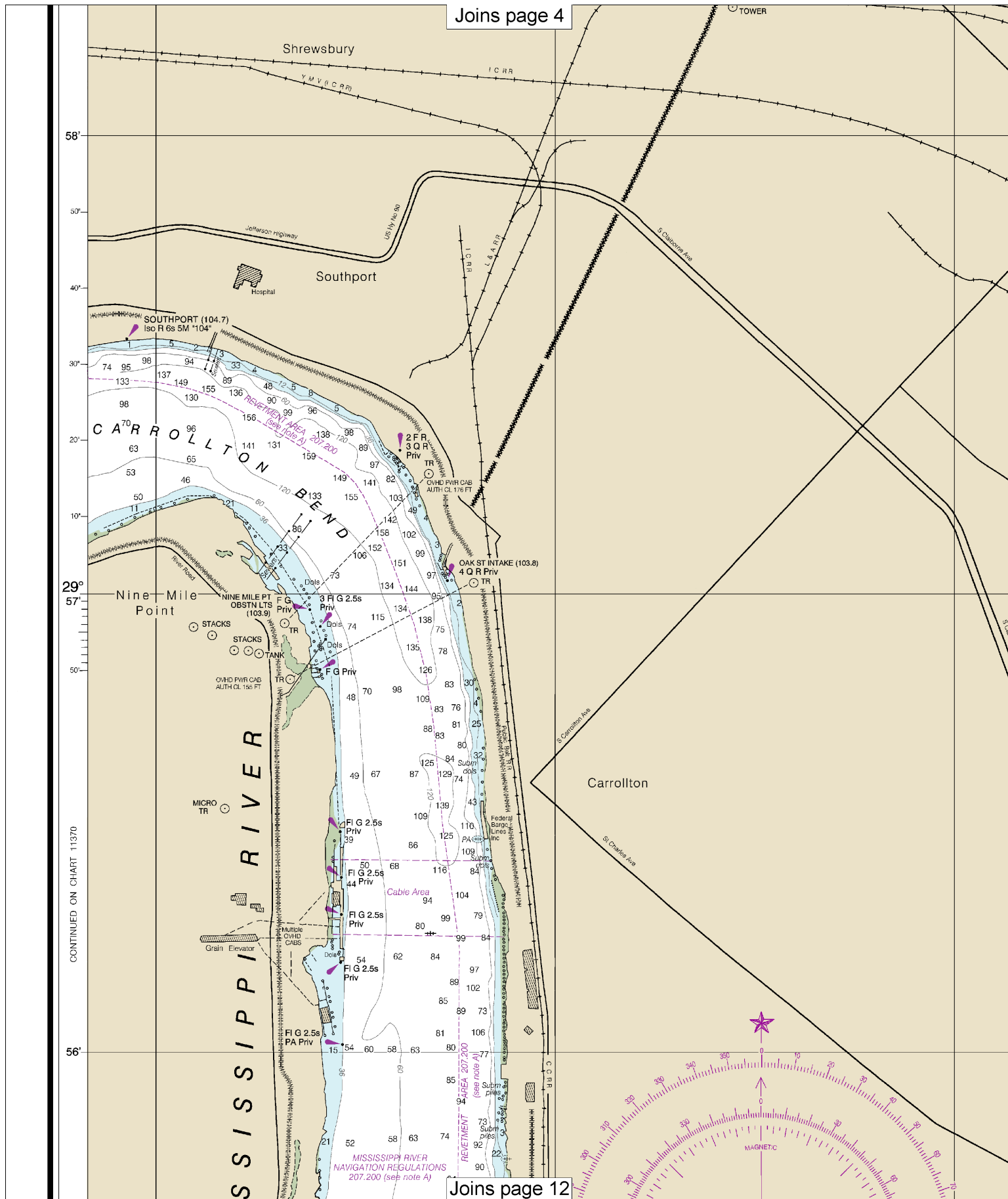
SOUNDINGS IN FEET



Last Correction: 12/2/2015. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

7

Joins page 4

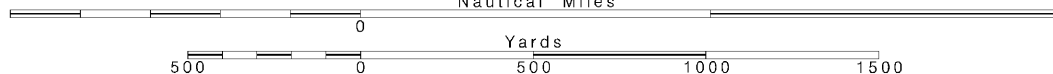


Joins page 12

Printed at reduced scale.

~~SCALE 1:15,000~~
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

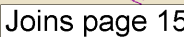
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Joins page 5

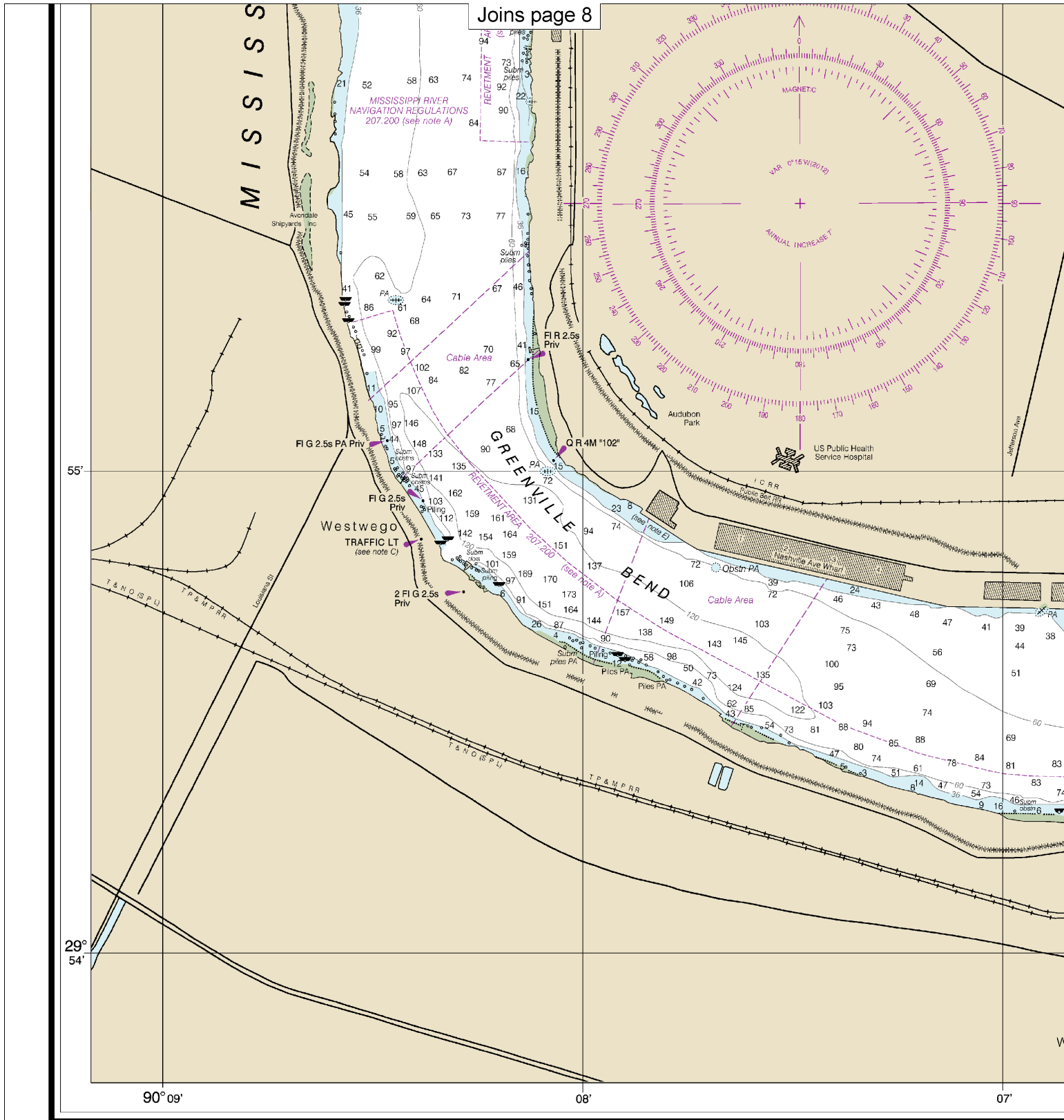
N E W / O R L E A N S

Joins page 10

Joins page 13



CONTINUED ON CHART 11364



25th Ed., Jan. / 12

11368

Last Correction: 12/2/2015. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov

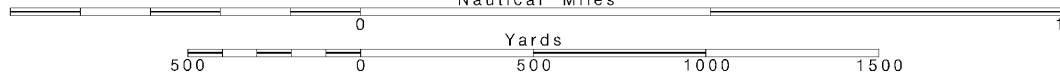
12

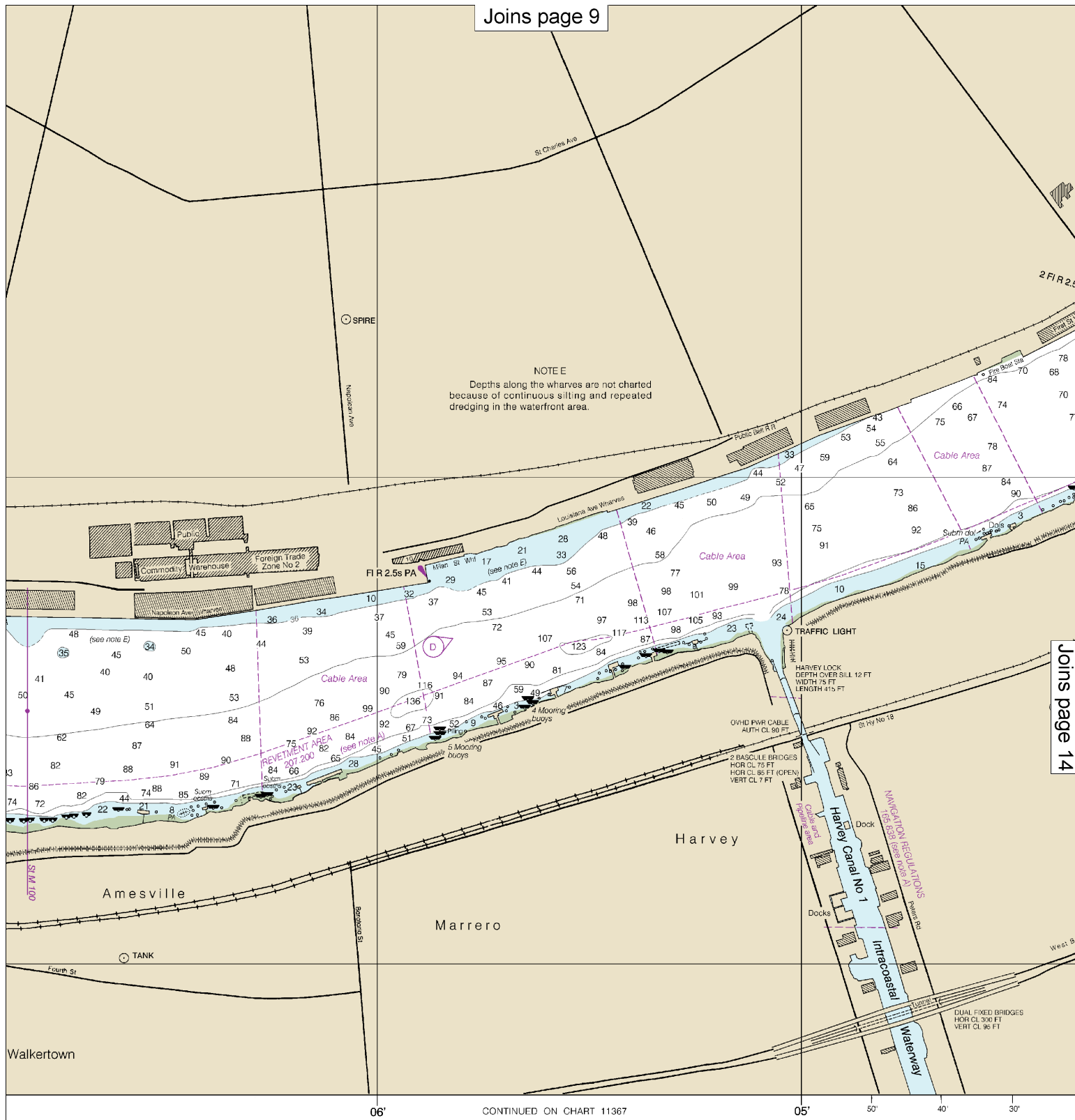
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





SOUNDINGS IN FEET

Published at V
U. S. DEPARTMENT
NATIONAL OCEANIC AND AT
NATIONAL OCEANOGRAPHIC
COAST

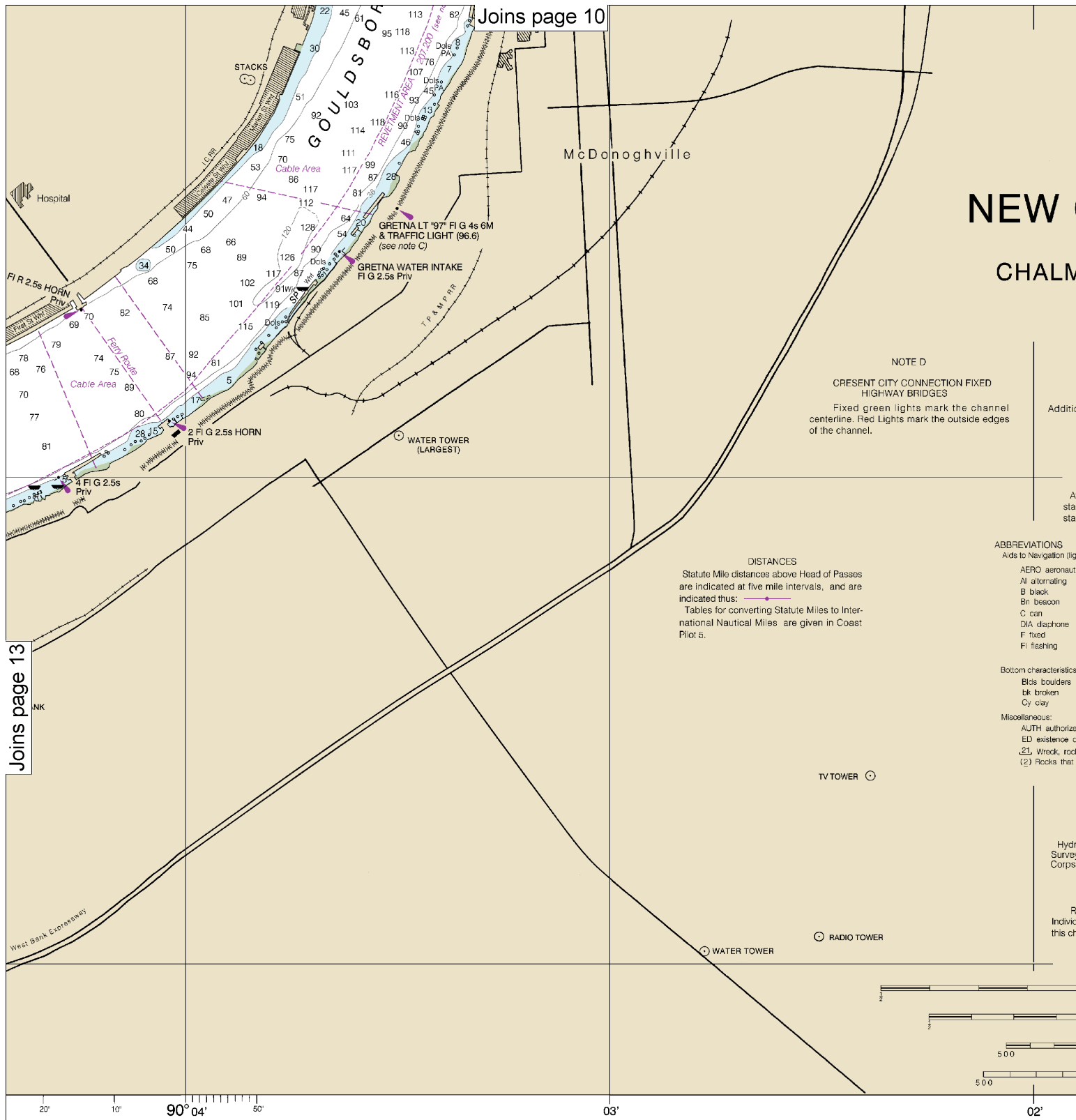
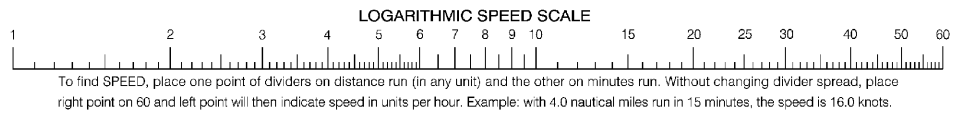
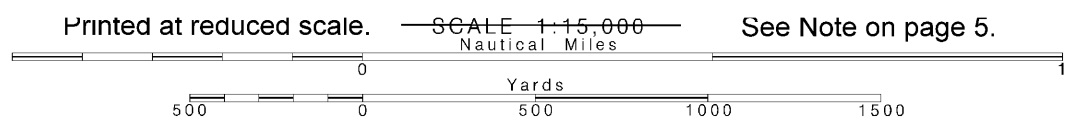


Chart published at Washington, D. C.
 DEPARTMENT OF COMMERCE
 NAUTICAL AND ATMOSPHERIC ADMINISTRATION
 NAUTICAL OCEAN SERVICE
 NAUTICAL SURVEY



Note: Chart grid lines are aligned with true north.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST
LOUISIANA

ORLEANS HARBOR

CHALMETTE SLIP TO SOUTHPORT

Mercator Projection
Scale 1: 15,000 at Lat. 29° 57'

North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

DEPTHS IN FEET at Mean Lower Low Water except in the Mississippi River above the Head of Passes where soundings are referred to the Low Water Reference Plane.

TIDES

At New Orleans, the diurnal range of the tide during low river stages averages 0.8 feet. There is no periodic tide at high river stages.

(For complete list of Symbols and Abbreviations, see Chart No. 1.)
(Lights are white unless otherwise indicated):

Light	G green	Mo morse code	R TR radio tower
	IQ interrupted quick	N nun	Rot rotating
	Is isophase	OBSC obscured	s seconds
	LT HO lighthouse	Oc occulting	SEC sector
	M nautical mile	Or orange	St M statute miles
	m minutes	Q quick	VQ very quick
	MICRO TR microwave tower	R red	W white
	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Co coral	gy gray	Oys oysters	so soft
G gravel	h hard	Rk rock	Sh shells
Gr grass	M mud	S sand	sy sticky

Obstn obstruction PD position doubtful Subm submerged
PA position approximate Rep reported
Obk obstruction, or shoal swept clear to the depth indicated.
at cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

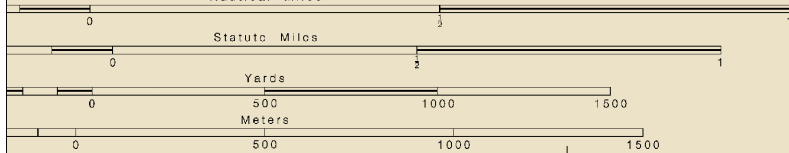
AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Mississippi River Commission, Corps of Engineers, Geological Survey and U.S. Coast Guard.

RADAR REFLECTORS

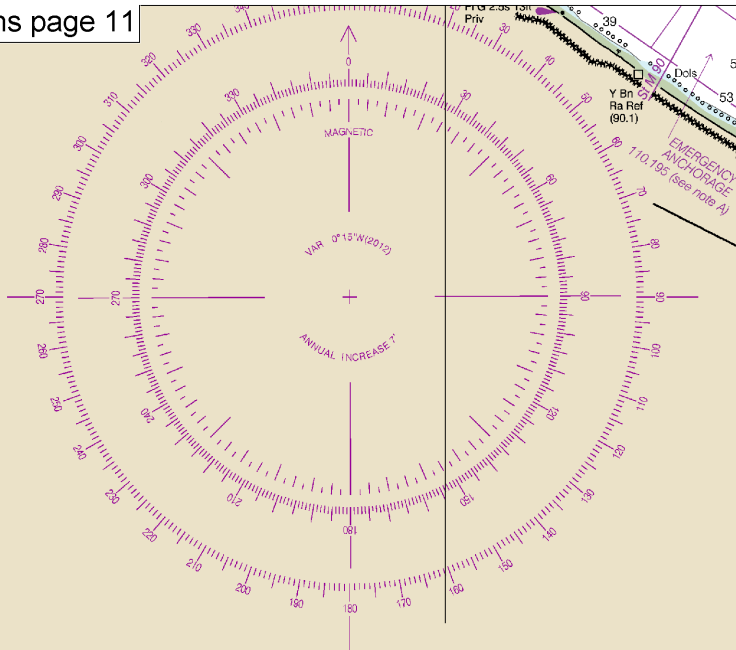
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from chart.

SCALE 1:15,000
Nautical Miles



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Joins page 11



CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

MISSISSIPPI RIVER

The number in parentheses at the lighted aids are distances in statute miles above Head of Passes.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Orleans, LA KHB-43 162.550 MHz

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.723' northward and 0.256' westward to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

OVERHEAD CLEARANCES

Bridge and overhead clearances are in feet and refer to the Mississippi River 1927 High Water Plane (HWP).

815.0 X 1036.9 mm

New Orleans Harbor, Chalmette Slip to Southport

SOUNDINGS IN FEET - SCALE 1:15,000

11368

15



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.